



**NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR
NEW YORK - WASHINGTON**



**SUPPLEMENTAL BULLETIN ORDER No. NYW1-26-c (All Lines)
Effective 12:01 AM, Friday, March 13, 2026**

New York - Washington Bulletin Order(s) in effect: NYW1-26SUM, -26-c

- The italicized font explains what the changes are (*New, Modified, or Deleted*)
- The yellow highlights indicate where the changes are made.
- Once the changes are effective, the yellow highlights are removed when added to the summary bulletin order.

If you have any questions or suggestions, contact Operating Practices at operatingpractices@amtrak.com.

I. Bulletin Order No. NYW1-26-a and NYW1-26-b are canceled.

II. Mainline: Harold to CP 216 (NYS)

A. PC: Tracks Out of Service (Pelham Bay to Manor)

03/02/26

No. 2 Track is out of service from Pelham Bay MP 15.5 to Manor MP 18.2.

III. Main Line: New York to Philadelphia (NYP)

A. PC: Tracks Out of Service (Lack and Erie)

03/16/26

Effective 1201 AM Monday March 16, 2026

In Bulletin Order No. NYW1-26SUM, V. A. is deleted. No. 3 Track is returned to service.

B. PC: Between Lack and Hudson Interlocking

Effective 1201 AM Monday March 16, 2026

In Bulletin Order No. NYW1-26SUM, V. H. is replaced in its entirety.

In conjunction with the installation of the Portal North Bridge, the following PC Changes are in effect:

1. Track Changes Between Lack and Swift MP 6.9

03/16/26

- No. 33 Track between Lack and Old Portal has been permanently removed from service.
- Old No. 3 Track between Old Portal and the eastern limits of Old Swift is now designated as the No. 33 Track.
- 11,705 Feet of new track, designated as No. 3 Track, has been constructed between Lack and the western limits of Swift.
- 7,762 Feet of new track, designated as No. 2 Track, has been constructed between the eastern limits of Portal and the western limits of Swift.
- 960 Feet of new track, designated as "A" Track, has been constructed from the clearance point of the No. 27 Switch in Portal to a barricade erected 190 Feet east of the No. 7W Signal at Portal.
- Old No. 2 Track between Lack and the western limits of Old Swift is now designated as the No. 22 Track.

2. Portal Interlocking MP 5.8

A new Portal Interlocking has been constructed at MP 5.8

a) Portal Signals

03/16/26

- A new eastbound home signal, No. 2E, has been erected 4,208 Feet east of Swift, for eastbound moves from No. 2 Track to No. 2 or A track.
- No. 2E Signal is a color position light signal mounted on a signal mast capable of displaying:
 - Rule 280a- Clear to the Next Interlocking
 - Rule 281- Clear
 - Rule 281a- Cab Speed
 - Rule 281b- Approach Limited

- Rule 285- Approach
- Rule 290- Restricting
- Rule 292- Stop Signal
- A new westbound home signal, No. 3W, has been erected 2,344 Feet west of Lack, for westbound moves from No. 3 Track to No. 3 Track.
 - No. 3W Signal is a color position light signal mounted on a signal bridge capable of displaying:
 - Rule 280a- Clear to Next Interlocking
 - Rule 281- Clear
 - Rule 281a- Cab Speed
 - Rule 281b- Approach Limited
 - Rule 285- Approach
 - Rule 290- Restricting
 - Rule 292- Stop Signal
- A new westbound home signal, No. 7W has been erected 1,101 Feet west of Lack, for westbound moves from A Track to No. 2 or No. 3 Track.
 - No. 7W Signal is a color position light signal mounted on a signal bridge capable of displaying:
 - Rule 280a- Clear to the Next Interlocking
 - Rule 281a- Cab Speed
 - Rule 281b- Approach Limited
 - Rule 285- Approach
 - Rule 290- Restricting
 - Rule 292- Stop Signal
- A new eastbound home signal, No. 3E, has been erected 4,208 Feet east of Swift, for eastbound moves from No. 3 Track to No. 3 or A track.
 - No. 3E Signal is a color position light signal mounted on a signal mast capable of displaying:
 - Rule 280a- Clear to the Next Interlocking
 - Rule 281- Clear
 - Rule 281a- Cab Speed
 - Rule 281b- Approach Limited
 - Rule 285- Approach
 - Rule 287- Slow Approach
 - Rule 290- Restricting
 - Rule 292- Stop Signal

b) Portal Switches

- A new crossover, No. 37 Switch, is installed for moves between No. 3 Track and A Track. The eastbound facing points of this new switch are 558 Feet east of the eastbound home signal to Portal on No. 3 Track.
- A new turnout, No. 27 Switch, is installed for moves between No. 2 Track and A Track. The eastbound facing points of this new switch are 229 Feet east of the eastbound home signal to Portal on No. 2 Track.

3. Old Portal Interlocking

a) Old Portal Signal Changes

03/16/26

- No. 33E and 33W Signals at Old Portal have been permanently removed from service within Old Portal.
- No. 2E Signal governing eastbound movements on No. 22 Track at Old Portal is now designated as the No. 22E Signal.
- No. 3E Signal governing eastbound movements on No. 33 Track at Old Portal is now designated as the No. 33E Signal.

- No. 3W Signal governing westbound movements on No. 33 Track at Old Portal is now designated as the No. 33W Signal.
- No. 2W Signal governing westbound movements on No. 22 Track at Old Portal is now designated as the No. 22W Signal.

b) Old Portal Switch Changes

- No. 27 Switch at Old Portal is now designated as the No. 227 Switch.
- No. 37 Switch at Old Portal is now designated as the No. 337 Switch.

4. Swift Interlocking MP 6.9

A new Swift Interlocking has been constructed at MP 6.9

a) Swift Signals

03/16/26

- A new westbound home signal, No. 2W, has been erected 4,208 west of Portal, for westbound moves from No. 2 Track to No. 2, 3, or 5 Track.
 - No. 2W is a color position light signal mounted on a signal bridge mast capable of displaying:
 - Rule 280a- Clear to the Next Interlocking
 - Rule 281- Clear
 - Rule 281a- Cab Speed
 - Rule 281b- Approach Limited
 - Rule 282a- Advanced Approach
 - Rule 285- Approach
 - Rule 287- Slow Approach
 - Rule 290- Restricting
 - Rule 292- Stop Signal
- A new westbound home signal, No. 3W, has been erected 4,208 Feet west of Portal, for westbound moves from No. 3 Track to No. 2, 3, or 5 Track.
 - No. 3W is a color position light signal mounted on a signal bridge capable of displaying:
 - Rule 280a- Clear to the Next Interlocking
 - Rule 281- Clear
 - Rule 281a- Cab Speed
 - Rule 281b- Approach Limited
 - Rule 282a- Advanced Approach
 - Rule 285- Approach
 - Rule 287- Slow Approach
 - Rule 290- Restricting
 - Rule 292- Stop Signal
- A new eastbound home signal, No. 3E, has been erected 3,603 Feet east of Hudson, for eastbound moves from No. 3 Track to No. 2 or 3 Track.
 - No. 3E is a color position light signal mounted on a signal mast capable of displaying:
 - Rule 280a- Clear to the Next Interlocking
 - Rule 281- Clear
 - Rule 281a- Cab Speed
 - Rule 281b- Approach Limited
 - Rule 285- Approach
 - Rule 290- Restricting
 - Rule 292- Stop Signal
- A new eastbound home signal, No. 5E, has been erected 2,893 Feet east of Kearny Jct, for eastbound moves from No. 5 Track to No. 2 or 3 Track.
 - No. 5E is a color position light signal mounted on a signal bridge capable of displaying:
 - Rule 280a- Clear to the Next Interlocking

- Rule 281a- Cab Speed
- Rule 281b- Approach Limited
- Rule 290- Restricting
- Rule 292- Stop Signal

b) Swift Switches

- A new crossover, No. 23 Switch, is installed for moves between No. 2 Track and 3 Track. The westbound facing points of this new switch are 102 Feet west of the westbound home signal to Swift on No. 3 Track.
- A new crossover, No. 32 Switch, is installed for moves between No. 3 Track and 2 Track. The eastbound facing points of this new switch are 2,066 Feet east of the eastbound home signal to Swift on No. 3 Track.
- A new turnout, No. 53 Switch, is installed for moves between No. 3 Track and 5 Track. The westbound facing points of this new switch are 2,392 Feet west of the westbound home signal to Swift on No. 3 Track.

5. Old Swift Interlocking

03/16/26

a) Old Swift Signal Changes

- No. 5E, and 33E Signals at Old Swift have been permanently removed from service within Old Swift.
- No. 2E signal governing eastbound movements on No. 22 Track at Old Swift is now designated as the No. 22E.
- No. 3E signal governing eastbound movements on No. 33 Track at Old Swift is now designated as the No. 33E.
- No. 2W signal governing westbound movements on No. 22 Track at Old Swift is now designated as the No. 22W.
- No. 3W signal governing eastbound movements on No. 33 Track at Old Swift is now designated as the No. 33W.

b) *Old Swift Switch Changes

- No. 53 Switch at Old Swift has been permanently removed from service.
- No. 2233 Switch at Old Swift has been permanently removed from service.
- No. 3322 Switch at Old Swift has been permanently removed from service.
- No. 62 Switch at Old Swift is now designated as the No. 622 Switch.

C. 240-N1. Signal Rules and Current of Traffic

03/16/26

Effective 1201 AM Monday March 16, 2026

In Bulletin Order No. NYW1-26SUM. V. J. is replaced in its entirety. 240-N1 has been modified.

Lack & Old Swift No. 22 Trk is added, No. 33 Trk is removed.

Bergen & Hudson is modified to Bergen and Lack.

Note 8 is modified to include cab signal failure.

Locations	Tracks from North to South				Notes
	4	3	2	1	
A & Bergen	...	562	562	...	6
Bergen & Lack	...	562/Int	562/Int	...	7,8
Allied & Lack: No. A Trk	562/Int				7,8
Allied & Old Portal: No. A Trk	562/Int				7,8
Erie & Lack: No. B Trk	562/Int				7,8
Lack & Old Swift: No. 22 Trk	562/Int				7,8
Old Portal & Old Swift: No. 33 Trk	562/Int				7,8
Lack & Portal	...	562	...	...	7,8
Portal & Swift	...	562	562	...	...
Swift & Hudson	...	562	...	...	...
Hudson & Rea	...	562/Int	562/Int	Int	3,7,8

D. 37-N1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted

03/16/26

Effective 1201 AM Monday March 16, 2026

In Bulletin Order No. NYW1-26SUM. V. K. is replaced in its entirety. 37-N1 is modified.

The Wall and Hill Tracks at Fair Int no longer exist and are deleted.

No. 33 Track is removed between Lack & Swift & over the Portal Movable Br (MP 6.1).

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS																
Between/At	Train Type "A"				Train Type "B"				Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.				Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1
Bergen & NY MP 7.7	...	90	90	...	...	90	90	...	...	90	90	...	...	75	75	...
Allied & Erie: No. A Trk	75															
Erie & Lack: No. A Trk	45															
Erie & Lack: No. B Trk	60															
Lack & Portal: No. A Trk	70				70				70				60			
Lack & Swift: No. 22 Trk	90				90				90				75			
Portal Movable Br (MP 6.1): No. 22 Trk	60				60				60				60			
NY MP 7.7 & Hudson	...	60	60	...	...	60	60	...	...	60	60	...	...	45	45	...
Fair Int: No. 7 Trk, South High, North Low	15															

FREIGHT TRAIN TYPE "E" SPEEDS				
Between/At	Train Type "E"			
	Track Nos.			
	4	3	2	1
West Portal North River Tunnels & eastern limits Hudson Int	...	20	20	...
Allied & Portal: Nos. A & B Trks	20			
Lack & Portal: No. 22 Trk	20			

IV. Main Line: Philadelphia to Washington (PW)

A. 98-P1. Other Than Main Track Designations, Types, and Responsibilities

03/06/26

98-P1 is modified. Penn Coach Yard "Yardmasters" designated.

LOCATION	TRACK DESIGNATIONS	TRACK TYPE	IN CHARGE OF	Note
Penn Coach Yard	Spur, Pit, & 1-4 Race	Locomotive Servicing Track	Race Street Engine House Foreman	1, 2, 3
Penn Coach Yard	20-37	Yard Track	PCY Yardmaster	1, 3
Penn Coach Yard	Car Shop 1 & 2	Car Shop Repair Track	Car Shop Repair Foreman	1, 3
Penn Coach Yard	No. 1 & 2 Lead, MH & Junction	Yard Track	PCY Yardmaster	1, 3
Zoo Yard	A, B, C, D	Yard Track	PCY Yardmaster	1
Wilmington Shops	Wilmington Shop Lead, Wilmington Shops 1-8, Fuel Track	Locomotive Servicing Track	Wilmington Back Shop Foreman	1, 4
Wilmington Shops	Back Shop 10-22, Fuel Track to Building 3	Yard Track	Wilmington Back Shop Foreman	1, 4
Wilmington Shops	North of the Transfer Table	Yard Track	...	5
Wilmington Shops	All other Yard Tracks	Yard Track	...	...
Chrysler Yard	All Yard Tracks	Yard Track	...	6
Note 1: The employee in charge of these tracks must grant verbal or signal permission prior to occupying, beginning movement, or making the track inaccessible.				
Note 2: Train crews en route to Penn Coach Yard must not proceed beyond No. 1 or 2 lead, or North of the Junction between the MH and No. 37 Lead, unless they have contacted the PCY Yardmaster to receive specific movement instructions.				
Note 3: Any unusual conditions, such as down wire, derailment, or track conditions, etc., must be reported PCY Yardmaster on the radio (023-023) or 215-349-3363.				
Note 4: Wilmington Back Shop Foreman can be reached at 302-429-6430				
Note 5: Unless otherwise authorized, restricted to Maintenance of Way equipment.				
Note 6: Unless otherwise authorized, Maintenance of Way equipment is prohibited from being stored on this track				

B. 277-P3. Landover Interlocking

03/06/26

277-P3 is deleted. The 1S signal at Landover is a cantilever signal no longer a left-handed signal.

V. System Instructions

A. 132-S8. Individual Train Detection for Non-Roadway Workers

03/16/26

In NYWI-26SUM XI. M. 132-S8 is replaced in its entirety.

132-S8 is new. This rule provides an alternative form of protection only on non-main tracks or main tracks with the restrictions listed below.

Employees that need to foul other than main track or a main track whose maximum authorized speed is 15 MPH or less, may use Individual Train Detection for Non-Roadway Workers.

1. Restrictions

Individual Train Detection for Non-Roadway Workers must not be used if:

- The employee is engaged in Roadway Worker duties.
- Engaged in an activity that would interfere with their ability to detect the approach of trains or equipment in either direction.
- Maximum Authorized Speed of the track is greater than 15 MPH.
- If lights, fog, precipitation, passing or standing equipment, or other physical characteristics impair the ability to see 330 feet or 4 car lengths.
- Unable to clear to place of safety.

2. Conditions for Individual Train Detection for Non-Roadway Workers

Employees who elect to use Individual Train Detection for Non-Roadway Workers must:

- f) Conduct a Job Briefing with their coworkers, train crew, or if working by themselves their supervisor, identifying:
 - (1) Work to be performed
 - (2) Tracks to be fouled
 - (3) Maximum Authorized Speed of the Tracks fouled
 - (4) Required Sight Distance
 - (5) Place of Safety
- g) Be able to see 330 feet, or 4 car lengths, or to the end of track.
- h) Clear to a place of safety as soon as they detect an approaching piece of equipment. A place of safety is:
 - (1) Not in the foul of any track.
Or
 - (2) Within the gauge of a track or the confines of equipment under three point or Blue Signal Protection.
Except: In Washington Terminal, within Arm's length or 3 feet of nearest running rail under three point or Blue Signal Protection.

VI. System Instruction I-ETMS Positive Train Control System Outage

03/15/26

Effective 1:45 AM, Sunday, March 15, 2026, to 6:00 AM, Sunday, March 15, 2026

An AMTRAK I-ETMS system maintenance outage will begin at approximately **1:45 AM EST, Sunday, March 15, 2026**, and be completed by **6:00 AM EST, Sunday, March 15, 2026**. During this outage period, Trains operating with I-ETMS on host railroad and/or Amtrak territories may transition into a DISENGAGED or CUT OUT state or may be unable to INITIALIZE. Crews who experience this during the outage must operate according to the host railroad Initialization/Inoperative operating rules and special instructions. Trains that transition to DISENGAGED or CUT OUT during the outage are not required to contact the Train Dispatcher on Amtrak territory. This instruction does not supersede Host Railroad rules and Special Instructions for reporting PTC failures and anomalies.

Trains that experience an initialization failure during the scheduled system maintenance outage will be governed by Amtrak PTC Division General Order I-ETMS Operations "Initialization failure when selecting more than one railroad".

Amtrak System Operating Practices

Confirmation Code: 031326